

ITEM	5
MANAGER'S REPORT NO.	56
COUNCIL MEETING	94/10/11

TO: CITY MANAGER

DATE: 1994 10 04

FROM: DIRECTOR ENGINEERING

FILE: 50-06-33

SUBJECT: CANADA WAY IMPROVEMENTS BETWEEN WILLINGDON AND WESTMINSTER AVENUES

PURPOSE: To seek Council approval to bring forward a Capital Works Expenditure Bylaw in the amount of \$50,000 for the design of roadway improvements.

RECOMMENDATION:

1. THAT Council authorize the bringing forward of a Capital Works Expenditure Bylaw in the amount of \$50,000 for engineering design services for Canada Way between Willingdon and Westminster Avenues.

REPORT

The 1994-1998 Capital Program makes provision for road improvements on Canada Way from Willingdon Avenue to east of Beta Avenue. The Capital Program provides for engineering design of these works in 1994 with construction to follow in 1995. This report seeks approval to initiate the design process.

In the Burnaby Transportation Plan (draft), the classification of Canada Way has been changed from that of a primary arterial to a secondary arterial. This downgrading reflects the current function of Canada Way as an urban arterial serving local trips and, to a lesser degree, a Provincial highway serving inter-regional travel. There are also the practical difficulties of obtaining sufficient right-of-way on Canada Way for a six lane primary arterial standard, especially through the resident areas of S.E. Burnaby. While the secondary arterial classification applies to all of Canada Way, the two sections which provide access to the Willingdon and Kensington interchanges of Highway 1 will continue to serve a broader travel function. Coupled with additional local travel demands associated with BCIT and office/industrial developments in the area, a six lane standard is required for the section of Canada Way from the Willingdon intersection to Westminster Avenue. This approach is consistent with the approach of the Burnaby Transportation Plan (draft) to accommodate widening beyond the designated standard at major intersections in response to local conditions.

Although the long term standard is to construct a 6 lane roadway in the vicinity of Willingdon Avenue, the more immediate construction program in 1995 calls for the installation of the westbound right turn lane at Willingdon Avenue to relieve current congestion conditions and pavement rehabilitation. It would however be appropriate to develop and prepare the detailed engineering design to the full standard in order to identify any required property acquisitions.

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Recent developments on the north side of Canada Way provided the opportunity for the City to obtain the majority of the right-of-way required to accommodate widening of the westbound lanes. Some additional right-of-way is still required. On the north side, property acquisition is required at the intersection of Canada Way and Willingdon Avenue (Shell Oil) and at 4585 Canada Way (Imperial Square).

At its regular meeting of 1990 April 09, Council authorized staff to commence preliminary discussions with the Shell Oil Company with regard to intersection improvements at Canada Way and Willingdon Avenue. Shell Oil Canada is currently processing a rezoning for the redevelopment of their site at the north east corner of Canada Way and Willingdon Avenue. This will provide the key parcel of additional road right-of-way required to construct the right turn lane.

The Imperial Square site was developed in the late 1970's and at that time, the developer dedicated 6.1m (20') along the Canada Way frontage to accommodate an improved road standard and left turn lane and traffic signal at the Beta Avenue intersection. The traffic demands on this portion of Canada Way have outgrown the initial widening and it is now necessary that further property be acquired to support the width and traffic geometrics now required.

Ultimate widening of the eastbound lanes would require extensive property acquisitions on the south side of Canada Way.

The planned construction program for 1995 can accommodate appropriate bus pull-outs within existing widened rights-of-way and the newly constructed sidewalk improvements on the north side of Canada Way have been located to avoid the need for reconstruction.

It is recommended that a Capital Works Expenditure Bylaw in the amount of \$50,000 be brought forward for engineering design services on Canada Way between Willingdon and Westminster Avenues. Further reports will be presented to Council for proposed property acquisitions and construction expenditures.

Sufficient Capital Reserves are available and the project is included in the 1994 Major Roads component of the 1994-1998 Capital Program.

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DIRECTOR ENGINEERING

WCS:jb

cc: Director Planning & Building
Director Finance